

# introduction

Charles Street is considered Baltimore's premier street – the address for some of its finest stores, restaurants, offices, institutions, and homes. Charles Street is practically an outdoor museum that virtually tells the story of urban innovation in City Planning, Architecture, Education, and Philanthropy. This document describes the state of the corridor today – how to get there and navigate along its path, the significance of its historic and cultural resources, the plans and programs already in place to preserve and enhance the corridor over time, and the needs to extend those existing programs to other parts of the corridor to ensure that Charles Street remains Baltimore's premier street.

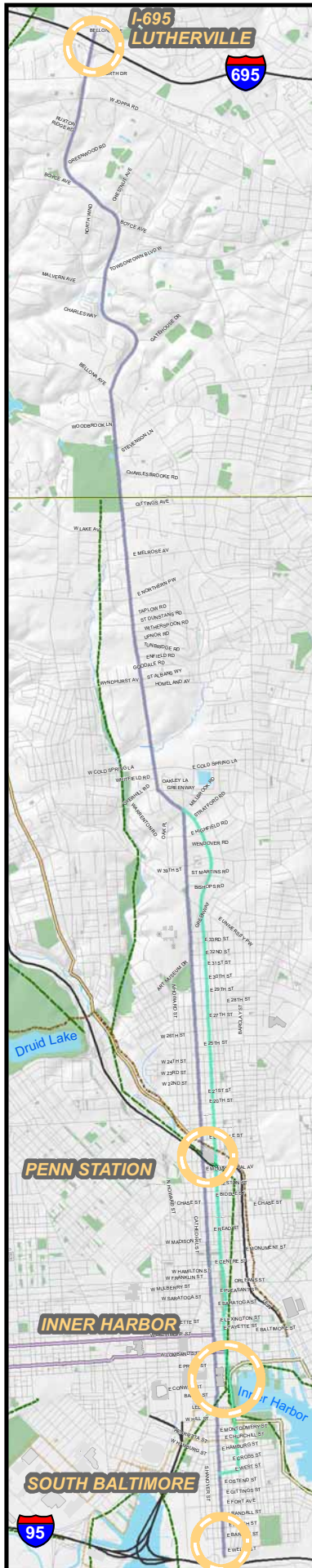
## Why Create a Byway Management Plan?

The purpose of the byway management plan for Charles Street is to describe the historic and cultural significance of the corridor and present ways in which visitors and residents alike can enjoy its special qualities for generations to come. More than that, the Charles Street Byway Management Plan has the potential to greatly increase the value of Baltimore City's premier street. The Plan would assist in:

- Pulling Baltimore's tourists from the Inner Harbor to experience the nooks and crannies of real life in Baltimore
- Strengthening the infrastructure and social draw of the physical link between many of Baltimore's cultural heritage resources
- Refocusing municipal efforts towards improvements along Charles Street for all modes of transportation: pedestrian, vehicular, public transit and biking
- Solidifying the connection between Baltimore City and Baltimore County
- Accessing funds: The Plan could help Baltimore City and Baltimore County tap into Federal and State funding sources to offset the cost of improvements to Charles Street and its surrounding corridor
- Defining, protecting and promoting the elements unique to the Charles Street corridor
- Balancing future development, conservation, tourism, and economic uses of the land along the corridor
- Developing a national model for an urban scenic byway
- Uniting the community around the common goal of improving Charles Street.

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A. Mount Vernon



A Byway Management Plan is the first step in the process towards National Scenic Byway designation through the Federal Highway Administration's (FHWA) National Scenic Byway Program. National designation would help the City and the County preserve and promote the historic and cultural heritage of Charles Street.

## Essence of the Byway

Charles Street is distinguished by some of the most important architecture, urban design and planning features in America. Its architecture is unified by a palate of indigenous building materials that spans from the brick clay of the Coastal Plain to the rock of the Piedmont. The 12-mile length of Charles Street consists of a virtually unbroken series of local and National Register historic districts, highlighted by the Mount Vernon Place National Historic Landmark District.

## Planning for the Future of the Byway

The City of Baltimore and Baltimore County formed a management team in 2002 to pursue funding for the development of a management plan and designation of Charles Street as a National Scenic Byway. With funds, in hand, the management team created an advisory group to help them shape the management plan and ensure that it was in keeping with the needs and interests of those people that live, work, or operate a business along the Byway.

## A Vision for the Byway

The Advisory Group developed the following vision statement as a means of guiding the development of the plan and establishing overall goals for the future management of the byway:

*"Arriving by train, car, boat, bicycle, bus, light rail, and on foot, visitors to the Byway experience a vibrant cultural landscape unique to the Chesapeake region. Linking the Inner Harbor and its attractions to many of Baltimore's outstanding and world renowned educational, historical, and cultural institutions, the Byway travels through an eclectic mix of urban and suburban neighborhoods, great places to live, work, shop, dine, recreate, and relax. The variety of Charles Street makes for an interesting experience as residents and visitors alike travel between the City and County, enjoying Baltimore's wonderful museums, historical sites, architectural beauty, cultural activities and its historic landscapes and parks."*



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A. Sheppard Pratt Institute, Baltimore County  
B. Washington Monument, Mt. Vernon  
C. Charles Street & West Street, Federal Hill





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# Developing a Management Plan

The Advisory Group has met a total of seven times over a one-year planning period at different locations along the corridor. In addition, two public meetings were held: one to provide more information to the public about the planning effort and to review the plan's vision, goals and objectives; and a second to review the plan's recommended strategies for preserving and enhancing the Byway's heritage resources and tourism development opportunities. A permanent advisory group will be formed to implement the plan.

All meetings of the Advisory Group have been open to the public and all are welcome to attend and participate. The schedule of Advisory Group meetings, their topics, as well as community-wide public meetings (workshops) was as follows:

Mtg #	Purpose	Date
1	Vision and Goals	Feb 16, 2005
2	Corridor Definition	March 16, 2005
<input type="checkbox"/>	<b>Community Workshop</b>	<b>April 20, 2005</b>
3	Intrinsic Qualities	May 18, 2005
4	Preservation and Enhancement Strategies	June 15, 2005
5.	Transportation/Roadside Management	Aug 17, 2005
6.	Interpretation/Education and Marketing	September 21, 2005
7.	Draft Plan and Implementation	November 16, 2005
<input type="checkbox"/>	<b>Community Workshop</b>	<b>October 19, 2005</b>
	Final Plan	September 2006
	Submit Nomination	2007



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D. Community Workshop Photo by Greg Pease Photography  
E. Community Workshop Photo by Greg Pease Photography  
F. Community Workshop Photo by Greg Pease Photography  
G. Community Workshop Photo by Greg Pease Photography





# navigation:

## Finding the Byway

You can get to the Charles Street Byway by train or automobile, travel along it by foot, bike or bus, and get home by light rail. Charles Street is truly a multi-modal Byway. However, some modes of transportation are easier than others and some of the attractions in the northern end of the Byway are too far apart for walking. And for some attractions that you will drive to, it will be best to get out of your car to fully explore the flavor of the buildings and the surrounding urban fabric.

### from the North

There is essentially one primary way to reach the Byway from the north. Fortunately, the very northern end of the Charles Street Byway is within one block of its intersection with the Baltimore Beltway (Interstate 695) in Baltimore County north of the City. From westbound Baltimore Beltway, take the Charles Street exit and turn right at the end of the ramp and in two blocks make a left onto Seminary Avenue to visit Lutherville, the 1800's summer village which is at the northern end of the Byway.

Or take a left, onto Bellona Avenue, go two very short blocks to the roundabout. Go 3/4 of the way around the circle to reach Charles Street southbound. From this point you can explore the Byway starting from its very northern end. From this point you can travel south to enjoy the entire Byway driving through the early County suburbs, into the City, past Johns Hopkins



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A. Roundabout at northern end of Charles Street

B. Victorian Cottage - Lutherville

C. Historic home in Lutherville





Map of northern end of Charles Street.



- A. Lutherville sign off of roundabout
- B. Road signs at round-a-bout pointing towards Charles Street
- C. View of existing Charles Street overpass from I-695
- D. Charles Street near I-695
- E. Median plantings along Charles Street near Sheppard-Pratt
- F. Byway feel of Charles Street as you head south
- G. Loyola College Campus

University, Charles Village, Mt. Vernon, and Downtown to the Inner Harbor. Once you have visited the Visitor Center in the Inner Harbor, you can continue south on the Byway till you reach its southern end in the working class rowhouse neighborhoods of South Baltimore.

Coming from eastbound Baltimore Beltway is just as easy, except that you take the opposite turns at the end of this ramp off the Beltway. A left turn takes you to the traffic circle and Lutherville, a right turn takes you south to the rest of Byway. Again you will end up in the Inner Harbor and continue to explore the rest of the Byway through South Baltimore.

Just to the north of the northern end of the Byway is the small 1800's Village of Lutherville nestled among the County's later subdivisions. To get to Lutherville you must make a turn onto Bellona Avenue from the traffic circle that is the present end of the Byway.

Look carefully or you will miss the sign (photo A) and the turn to get into Lutherville. The Lutherville Historic District was added to the Baltimore County historic registry in 1972 and is significant because of its architectural and social history. Lutherville is a discreet, quaint section of the County punctuated by some large Victorian homes. Development here was related to the commuter rail system, which extended Baltimore's reach into the countryside in the 1850's-1870's. To return to Charles Street, head back to the little roundabout and follow the signs from there.

There is a distinct need for an orientation kiosk and a northern gateway within this section of the byway. It should include short term visitor parking, a comfortable place to get out of the car and sit and walk, and plenty of information about Baltimore and its huge collection of fascinating attractions.

note: at this time, the Maryland State Highway Administration is in the planning stages for reconfiguring the Charles Street interchange to accommodate an additional lane on the Beltway. The look of the bridge (photo C) should



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be greatly improved, and if planning is carefully done, a location for the Byway visitor information gateway could be developed as part of the interchange plans. The Lutherville area and the Charles Street interchange at the Beltway are primed and ready for improvements to make visitors feel more welcome and to convince tourists that it's worth exploring the street that runs right down the middle of old Baltimore.

After making the diversion to Lutherville, you can head south along the newest section of Charles Street. This very northern section (north of the Joppa Road overpass) was moved to its present location as part of the construction of the Beltway. The road starts out much more like a busy highway with up to 3 lanes of traffic in either direction, (photo D) and a speed limit to match, but a more "parkway" like feeling is restored (photos E and F) as you head south, toward some of the County's and then the City's most interesting and significant institutions, churches, and schools. This plan recommends that this parkway character be extended to the Baltimore Beltway as part of the Charles Street Interchange project as much as possible.







### from the South

In contrast to the single access point to the Byway from the north, there are four different ways of accessing the Byway from the south:

#### 1) from the south-using the I-395 Spur

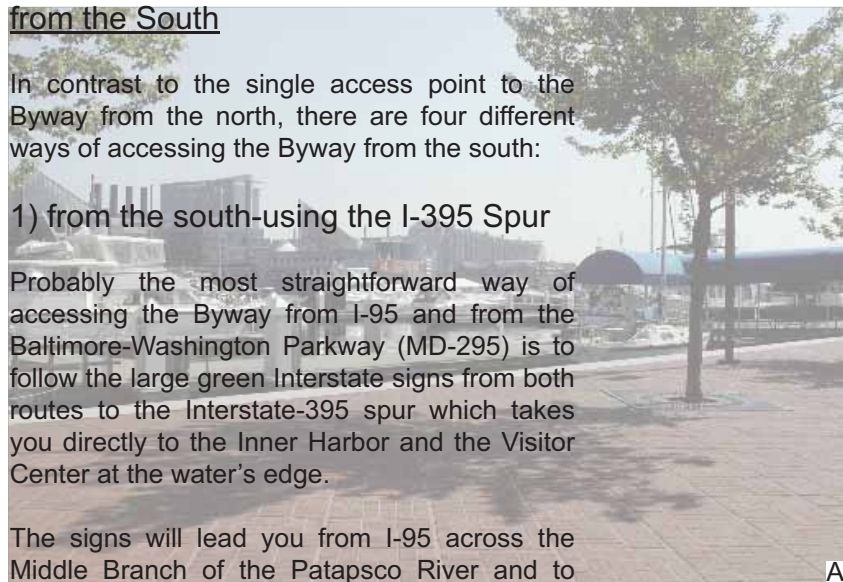
Probably the most straightforward way of accessing the Byway from I-95 and from the Baltimore-Washington Parkway (MD-295) is to follow the large green Interstate signs from both routes to the Interstate-395 spur which takes you directly to the Inner Harbor and the Visitor Center at the water's edge.

The signs will lead you from I-95 across the Middle Branch of the Patapsco River and to the Interstate-395 Spur towards Downtown. Make sure that you stay to the left, once you have completed the long curve onto the (I-395) Spur. You are now high over the water and can see an incredible panorama of Baltimore and its industries, neighborhoods, its football and baseball stadiums, and Downtown. Make sure that you bear to the left at the split. And in a couple of blocks, when you are back down at grade, take a right onto Conway Street. Then proceed the five blocks along Conway Street, crossing Charles Street, until you reach the Inner Harbor Visitor Center at Light Street.

Short-term visitor parking is available near the Visitor Center. The Center provides visitors with information about Baltimore and surrounding areas. If you have time, watch the movie; it is well documented and includes powerful images. When you are ready to begin your Byway tour you have access to Charles Street in both directions. Making a left onto Light Street, this will take you into South Baltimore. To access the Charles Street Byway, turn right onto Lee Street for one block and make a right on Charles Street. This will access all of the attractions in Downtown, Mount Vernon, and north to Johns Hopkins University and Baltimore County beyond.

The Visitor's Center is also close enough to the rich mixture of row houses and businesses that make up the neighborhood and Main Street shops of Federal Hill. Wander among some of the most successful and pleasant, urban parts of Baltimore on foot. This very walkable neighborhood, directly south of the Inner Harbor, makes for a memorable tour of one of Baltimore's finest historic areas. (See <http://www.historicfederalhill.org/www> for more information.)

Map of South Baltimore showing 395 and Russell Street entrances to the Charles Street corridor



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Charles Street Scenic Byway



Another way to access Charles Street from the south is from another Maryland Byway, the very beautiful Baltimore-Washington Parkway (MD 295). The Baltimore-Washington Parkway is owned and operated by the National Park Service. It is part of the extensive federal system of parkways in and around the nation's capital and exemplifies the last period of American Parkway construction. As you get closer to Baltimore, the Parkway environment begins to dissolve as the road transitions into Baltimore's industrial districts and then Downtown.

Stay in the right hand lane as you approach the M&T Bank Stadium (the Ravens football stadium) take the right onto Hamburg Street. Hamburg Street takes you across the railroad tracks, under the Interstate, and through the historic South Baltimore neighborhood of Sharp-Leadenhall. Approximately 3 blocks after the bridge, you will reach the Hamburg Street/Charles Street intersection. With a turn onto Charles Street, you can start your tour of the Byway.

A right turn will take you south through the renovated rowhouse neighborhoods of South Baltimore.

A left turn will take you north through the restored Otterbein neighborhood, Downtown, Mount Vernon, Johns Hopkins University, and beautiful City and County neighborhoods all the way to the northern end of the Byway at the Baltimore Beltway in the County.

### 3) from the south-using Key Highway

The Key Highway exit off I-95 is also an excellent way to access the Charles Street Byway, South Baltimore and Fort McHenry. Take the Key Highway exit from either direction of I-95 and follow the arrows that point to Downtown and the Inner Harbor. After the railroad overpass you will find yourself on a curvy road that swings back and forth through a trench that cuts across the slightly higher land in the middle of the South Baltimore peninsula.

You will drive under the Fort Avenue Bridge and enter a long sweeping curve to the left and a large, intricate intersection. This might be the funkiest intersection in all of the City. It is a 3-way intersection that connects Key Highway with Key Highway East. Don't worry; just follow the curve around to the left and the signs that point to the Inner Harbor and Downtown. Perhaps, at this point you can catch a tiny glimpse of the City across the harbor. Make a left turn at the next



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- A. Inner Harbor from Promenade.
- B. Wayfinding signs along Haines Street
- C. Wayfinding along Haines/Ostend corridor - first mention of South Baltimore
- D. Last rowhouse on at southern end of Charles Street
- E. Corner of Maryland Glass building at southern end of Charles Street
- F. Sam Smith and Flag on Federal Hill- South Baltimore
- G. Looking south towards I-95 overpass at southern end of Charles Street
- H. Mural on Maryland Glass Building



traffic signal onto Lawrence Street and a right turn onto Fort Avenue. Fort Avenue is the street that runs along the center of the peninsula.

It is at this intersection where you have a choice. You can take a left onto Fort Avenue to visit Fort McHenry. The front gates of the Fort are about 12 blocks to the east

Fort McHenry is probably best known as the birthplace of Francis Scott Key's, "The Star Spangled Banner." The September battle of 1814 resulted in the defeat of the British advance on Baltimore and eventually to the preservation of the United States. Fort McHenry remained an active military post for about 100 more years and was eventually taken over by the National Park Service in 1933. Fort McHenry is the only National Park Service site designated as a National Monument and Historic Shrine (photo G, below). For more information visit [www.nps.gov/fomcl](http://www.nps.gov/fomcl).



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- A. Exits to I-95 from Key Highway
- B. Looking south on Charles Street towards I-95 overpass
- C. Wayfinding signs off Key Highway exit
- D. Mural painted on retaining wall along Key Highway
- E. Key Highway looking north
- F. Cross Street Market
- G. Monument at Fort McHenry

Map of South Baltimore showing Key Highway entrance to the Charles Street corridor.



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Turn right onto Fort Avenue to reach the Charles Street Byway. Fort Avenue is an active South Baltimore street that ties together the different small, rowhouse neighborhoods. After traveling about 8 City blocks to the west, you will cross Charles Street and can connect to the Charles Street Byway.

#### 4) from the south-using Hanover Street

This is the simplest way of all to access the Charles Street Byway, but this connection only works for those visitors using (MD 2), Hanover Street, from Anne Arundel County to get to the Byway.

Take Hanover Street across the Hanover Street Bridge all the way into South Baltimore. Take the first right onto Wells Street after you pass under the I-95 viaduct. One block to the east you will cross Charles Street. This intersection marks the southern end of the Charles Street Byway.

At this point in time, the southern end of the Byway is not very imposing. You are squeezed in-between some abandoned and seemingly abandoned old factories, the I-95 viaduct above, the rail tracks below, and the edge of South Baltimore's sea of rowhouses. But appearances can be deceiving. The economics of this area is accelerating. Houses, once worth \$40,000 a piece, are now in the \$400,000's. And the abandoned warehouses are now owned by developers who are converting the larger buildings into condos. At the same time, other developers have received permission from the City to demolish the smaller buildings on both sides of Charles Street south of Wells Street. Their plans show brand new brick warehouse looking buildings that in fact will disguise relatively expensive loft-condominiums on the inside.

This plan proposes developing a southern Gateway to the Byway centered around the intersection of Wells and Charles Streets. The adjacent old Pabst Brewery, now Maryland Glass, provides a richly detailed old factory building that gives presence to this end of the gateway. The gateway is lacking an icon to celebrate this end of Baltimore's most special street. In addition, a small, urban open space with some trees and some extra marble steps could give visitors a chance to stretch their legs and residents a chance to socialize. Visitor amenities, for example, some visitor parking spaces, some interpretative panels, maybe a dog park under the expressway ramp could all add power and friendliness to the Byway's southern gateway. This could be the starting point of a short walking tour that illuminates rowhouse stories and the history of this preserved American working class neighborhood. Turn-around signage is also



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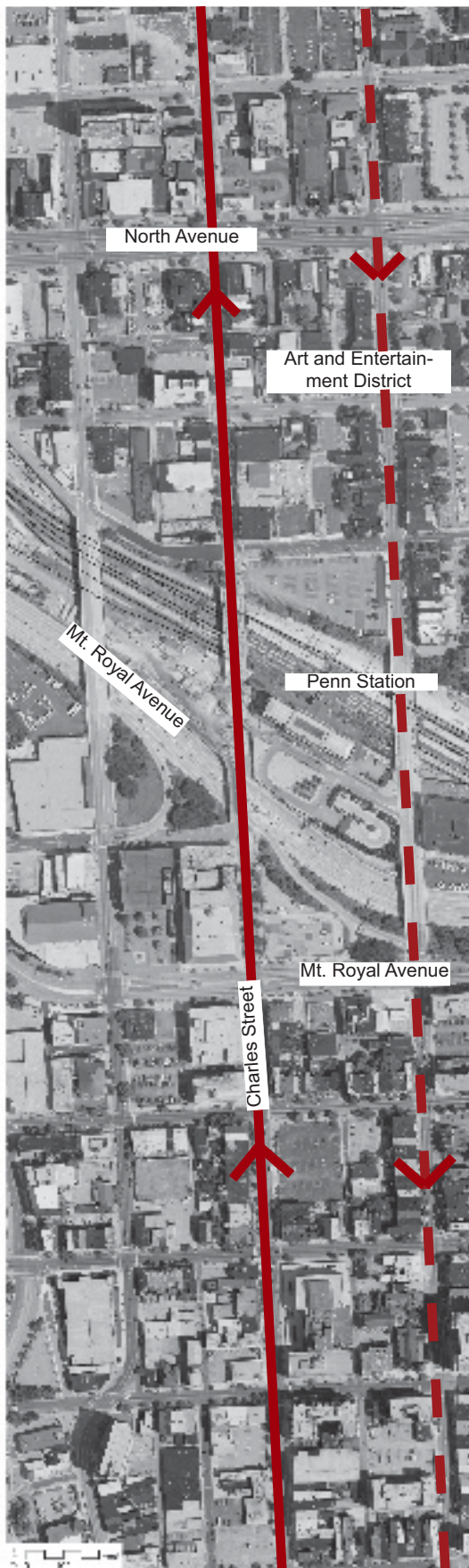


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Map of Penn Station area showing Arts and Entertainment District to the north, and Mt. Vernon Cultural District to the south (area 1 on locus map below)

needed so that cars coming from the north can find their way back north to the Inner Harbor.

### from the Airport (by car)

The Charles Street Byway and Baltimore's entire system of Byways can be easily reached from the Baltimore/Washington International, Thurgood Marshall Airport. By car, follow the airport exit signs to I-195 West and then take the MD 295 North, exit onto the Baltimore-Washington Parkway. And as you have learned earlier, there are 3 ways to get from the B-W Parkway to the southern portion of the Charles Street Byway.

### by Train and Light Rail

Pennsylvania Station, on Charles Street just north of Downtown, is the City's station on the Northeast corridor's mainline. More than 60 Amtrak trains per day will deliver you to Baltimore's Penn Station from New York, or Boston, or Washington, or Richmond. And Charles Street is just outside the front door.

Penn Station (photo A, right) is also served by the City's Light Rail line and is adjacent to the Arts and Entertainment District (photos B and C, right) a few blocks to the north and is an easy walk to Mount Vernon to the south.

You can also reach the Byway by taking the light rail line which runs parallel to Charles Street through Downtown and Mount Vernon, approximately four blocks to the west, along Howard Street

### by City Bus

Charles Street is currently served by two City bus lines north of the Inner Harbor: #3 - runs along Charles Street to 33rd Street and #11- goes along Charles Street all the way to the northern end of the Byway in the County.

Two other City bus lines can be used to visit the Byway south of the Inner Harbor: #1- runs along Hanover and Charles Streets and then follows Fort Avenue all the way to Fort Mc Henry and # 64- runs along Light Street to the southern end of the Byway at Wells Street.

It is possible to take a bus from the Inner Harbor Visitor Center to any of the features and attractions along Charles Street, but some of the bus stops in Baltimore County are located along the busiest sections of Charles Street. Upgrading a number of the bus stops will be important to ensure that the City bus system is truly a viable way to explore the attractions along the Byway (photo D).



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# Staying on the Byway

That would be simple, wouldn't it? After all, the Charles Street Byway is Charles Street. But this is Baltimore, and things are hardly ever as simple here as they might seem.

While it is easy to follow the Byway northbound along Charles Street, finding your way southbound along Charles Street today is impossible, because the entire middle portion of Charles Street is one-way in the north direction. Hence, the Byway must include a series of parallel streets that allow the visitor to continue south to the Inner Harbor. Luckily, a simple collection of connected adjacent streets that are one way southbound (St. Paul and Light Streets) or two-way (another part of Light Street and West Street) will allow the visitor to move south on adjacent streets. Thus, all of Charles Street and sections of St. Paul, Light, and West Streets are included as part of the Charles Street Byway.

However you get to and follow Charles Street (and St. Paul, Light, and West Streets) expect to encounter some very significant architectural, social, cultural, educational icons and economic innovations that are strung all along Baltimore's premier street.

## Sidetracks

Sidetracks are diversions off the main Byway that give access to neighborhoods and attractions that, although not on the main line are too valuable to ignore. They allow you to explore some of the most interesting parts of Baltimore. The Charles Street Byway includes 4 sidetracks.

The first Charles Street Byway Sidetrack details a small but important neighborhood immediately west of the City's Inner Harbor.

### Otterbein

Otterbein is one of the nation's most successful examples of "urban homesteading". By the mid-1970's, the properties had been purchased by the City and the entire neighborhood was fenced off, ready to be cleared for redevelopment. The demolition contract was advertised. Suddenly, everything changed, and the City instead developed a lottery that awarded each house to a person who was willing to renovate and live in it.



Map of Charles Street/St. Paul split.  
(area 2 on locus map below).

- A. Penn Station.
- B. Sophie's Crepes in the Arts and Entertainment District
- C. Charles Street Theater in Arts and Entertainment District
- D. Bus stop along Charles Street in Baltimore County, no waiting area and minimal shoulder
- E. Charles Street split at St. Paul Street looking south down Charles
- F. Intersection between Charles Street and St. Paul Street
- G. Street sign at Charles Street split
- H. old St. Monica's Church condominiums - Otterbein



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The winners paid one dollar for the shell of the house they had won, and were offered low interest loans for renovation. The City government spent more than the final value of each house on capital improvements to the neighborhood including: new underground utilities, streets, street lights, street trees, and sidewalks. The program was instantly successful. With the energy of almost a hundred homesteaders, the City was able to turn the ruins of an old neighborhood into one of the most beautiful and successful neighborhoods in Baltimore.

The **Otterbein Sidetrack** begins at Charles and Hughes Streets in South Baltimore (Hughes Street is a narrow street just north of Montgomery Street).

- *turn left onto Hughes Street - go one block* (you are now in the **Otterbein** neighborhood).
- *turn right onto Hanover Street – go one short block to the intersection with Hill Street* (Hanover Street at this intersection becomes a pedestrian park).
- *turn left onto Hill Street – go one block.*

On your right you will see the old St. Monica's Church, which was built in 1867. The building had become Plotkin's Tire Warehouse by the time of the lottery. Converted at the time of the lottery, the building has enjoyed its new life as four wonderfully spatial, light-filled condominiums for the last 25 years.

At the end of the block across Sharp Street you will see a small park and a giant old tree. The park is known as Hermitage Park. The tree is known as the Frederick Douglass Memorial Tree; it is reported that Frederick Douglass made an important abolitionist speech to the Citizens of Baltimore under the branches of this tree at the time of the Civil War.

- *turn right onto Sharp Street – go one block,*
- *turn right onto Lee Street – go one block,*

And if you look carefully you will see the 8'- 1¾" wide rowhouse, one of the narrowest in the City. (Here is a hint, it's on the south side of the street near Sharp Street, and there is another one on Montgomery Street, near Federal Hill.)

- *turn left onto Hanover Street – go one block* (you have bypassed the blocks that became the pedestrian park),

On your left you will see a row of new rowhouses constructed at the time of the lottery to fill in the empty lots and to help put Otterbein back together again. They were designed by Louis Sauer, a Philadelphia architect. These new houses showed how carefully designed new houses can work together with their 200 year old neighbors to create a beautiful, functioning City neighborhood.

- *turn left onto Barre Street – go one block,*
- *turn right onto Sharp Street– go one block,*

across the street is the Baltimore Branch of the Federal Reserve Bank of Richmond. Completed in 1982, its low massing and traditional materials help integrate this modern building into Otterbein's low density rowhouse community.

On the other side of Conway Street you can see the Otterbein United Methodist Church, built in 1785 by Jacob Small, Sr. This is the only house of worship constructed in Baltimore in the 1700's that is still



Aerial Map of Otterbein



A. Douglass Tree-Otterbein  
B. Park in Street Bed-Otterbein  
C. New Rowhouses-Otterbein



active as a church today. It is located on the site of the first congregations of both the Methodist and the United Brethren Churches of America. When they merged as the United Methodists, the church became a shrine for 14 million Americans, and as a result, it was probably the first destination to attract tourists to the Inner Harbor area. It was restored and rededicated in November, 1977.

- *turn right onto Conway Street* - the Otterbein sidetrack returns to the **Charles Street Byway** at Conway Street.
- *turn right onto Charles Street* - to return to the **Charles Street Byway** northbound or *continue past Charles Street and make a right turn on Light Street* to access **Charles Street Byway** southbound.

The next sidetrack starts just north of the Johns Hopkins Campus.

## Roland Park

Roland Park is a late 19th-century residential community of approximately 2,500 homes. It is one of America's earliest and best designed garden suburbs. The Roland Park Company, the developer of Roland Park, engaged the Olmsted Brothers as landscape architects and planners for the development. They laid out the community to flow with the rather dramatic topography, leaving the natural beauty of the area undisturbed. Public common areas, an internal pedestrian system that winds through sections of the neighborhood, deed restrictions, and a community association that maintains public amenities were novel community planning innovations.

The elegant villas and mansions that line Roland Park's winding narrow streets are designed in a wide range of architectural styles including Richardsonian Romanesque frame structures, stuccoed Italian villas, English Tudor half timber, and brick Georgian



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D. English Tudor house in Roland Park

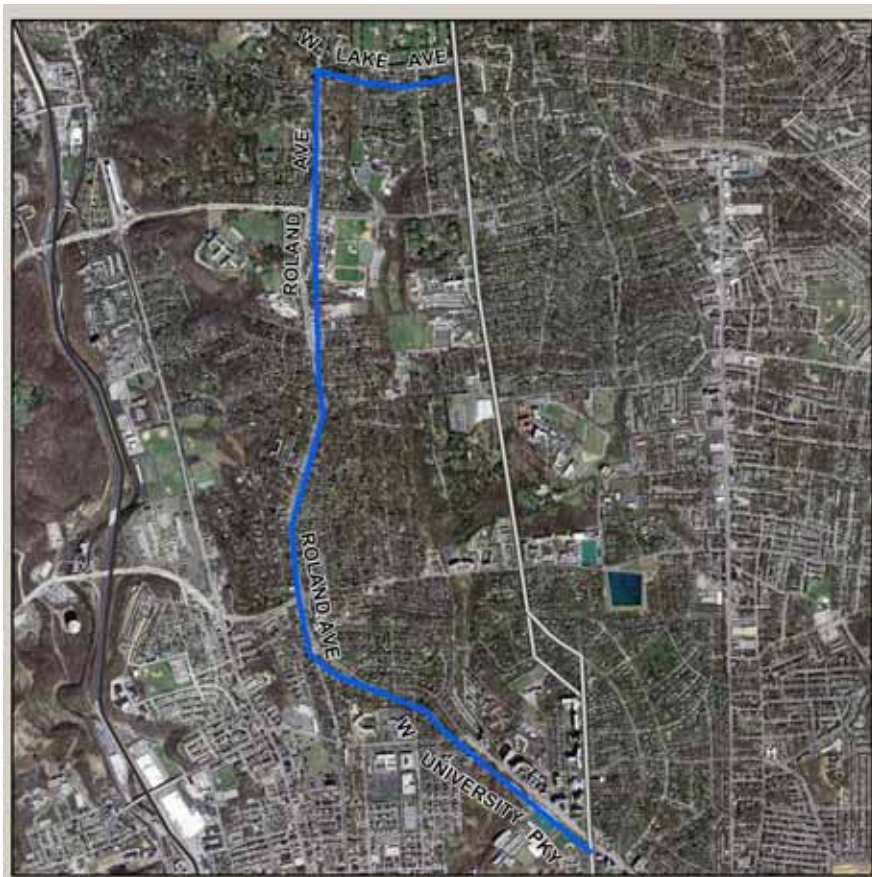
mansions. The range of styles typify the romantic tastes of the late 1800's and early 1900's. While Roland Park's structures are of great importance in the creation of its atmosphere, it is indeed the setting of the neighborhood that occupied the minds and inspired the creativity of its planners. The preservation of the natural terrain and vegetation, the park-like setting, the wooded paths and streets which wind uphill and down, all contribute to the uniqueness of this splendid garden suburb.

The south end of the **Roland Park Sidetrack** intersects the **Charles Street Byway** at University Parkway, just north of Johns Hopkins University.

- *turn westbound onto University Parkway to enter the Roland Park Sidetrack from the Charles Street Byway.*
- *continue along University Parkway between northern edge of the Johns Hopkins University campus and the Tuscany-Canterbury neighborhood.*

The Greek Revival Church on your right is the First Church of Christ Scientist, designed by Charles E. Cassell, one of Baltimore's most talented architects of the late 1800's. The building is on the National Register.

Also, on your left on the John's Hopkins campus is the Lacrosse Hall of Fame Museum, which honors



Aerial Map of Roland Park



America's first sport. You can see the Dehontshihgwa' es Lacrosse sculpture. According to legend, the game of Lacrosse was given by the Creator to the He-de-no-sa-nee (Iroquois) and other native people many ages ago. It is from the Iroquois that the modern game of Lacrosse most directly descends.

(After you cross the Stoney Run Bridge you have entered **Roland Park**.)

As you continue along University Parkway you will discover that the roadway splits apart at 40th Street, with a rolling green landscape, full of trees, wild plants, flowers, and pastures separating the roadways. At some point, you can't even see the top of the pasture anymore because of the height and lushness of the surrounding vegetation. The houses and yards on your right are fine examples of Roland Park's eclectic suburban mansions, but you have seen many blocks like that before.

Around the bend an unexpected traffic signal appears, and to your delight you discover a narrow road and a yellow brick sidewalk that wind up from the intersection and disappear into the vegetation above. Then slowly, but surely, the landscaping becomes simpler again and morphs back into a traditional landscaped median of grass and trees.

Just to the left and in front of you is the Renaissance style brick City water tower. There is no water in the water tower anymore; the water tower has been disconnected from the City water system. But the building is too much of an icon to be torn down; as over the years this structure has almost become more and more a symbol for the entire Roland Park neighborhood.

(After its intersection with Cold Spring Lane, University Parkway becomes Roland Avenue.)

On your left, just after the intersection you will see a stucco and half-timber building. It was designed by architects Wyatt and Nolting. This building and the parking lot in front is reputed to be the first planned suburban shopping center in the United States.

Other important structures and institutions along this part of the road include the Pratt Library, Roland Park Branch, at 5108 Roland Avenue; the Roland Park Country School, at 5204 Roland Avenue; and the Gilman School; at 5309 Roland Avenue.

Just before you reach Northern Parkway you will see a massive stone Renaissance style building facing a large grassed landscaped lawn. This is St. Mary's Seminary that was constructed in 1927 to replace the original complex in Seton Hill, Downtown.

- *turn right onto Lake Avenue – to return to the Charles Street Byway.*

Along Lake Avenue you will see several of the new mansions that have been added to the City and the southern fence line of the Elkridge Fox Hunt Club.

The northern end of the **Roland Park Sidetrack** intersects the **Charles Street Byway** at Lake Avenue. *Turn left to return to the Byway northbound to Baltimore County; or turn right to return to the Byway southbound to South Baltimore.*

The next sidetrack will let you explore a world class tulip and flower garden and see some of the finest homes in Baltimore.

## Guilford/Sherwood Gardens

Originally comprised of 10 patents granted to British citizens from the mid-1600s through the 1700s, the area was valued for its "gentle swells, which afford many beautiful views of the city and bay". The entire area sold in 1780 as confiscated property to Revolutionary War veteran General William McDonald. Gen. McDonald gave Guilford its name. In 1872, the McDonald family sold Guilford to Arunah S. Abell, owner of the Baltimore Sun newspaper. The Abell family owned Guilford until 1907, when it was sold for \$1 million to the Guilford Park Company, which in 1911 was consolidated with the Roland Park Company.

This neighborhood includes a collection of unique, gracious, single family homes of brick, stone, stucco, or



A. Dehontshihgwa' es Lacrosse Sculpture - University Parkway, Roland Park Side Track



wood with slate or tile roofs, mostly built in the 1920s and 1930's. Active development of Guilford actually began in 1913. In 1939, in order to continue restrictions which maintain the residential status of the community, the company assigned to the Guilford Association, Inc., all its remaining rights and powers. These powers continue to be vested today in the Guilford Association. Planning of the landscape design, which began in 1911, was under the immediate direction of Frederick Law Olmsted Jr. In the intervening years, the neighborhood evolved and grew. Thanks to the foresight of Guilford founders, the covenants they established promoted the architectural continuity and graceful land use that distinguishes the neighborhood today

The **Guilford/Sherwood Gardens sidetrack** intersects the **Charles Street Byway** at Greenway.

- *turn right on Greenway to enter the **Guilford/Sherwood Gardens sidetrack** from the **Charles Street Byway** northbound.*
- *turn left on Greenway to enter the **Guilford/Sherwood Gardens sidetrack** from the **Charles Street Byway** southbound.*

At the end of the block is a garden that is associated to the Charlcote House. This house, which is also called the James Swan Frick House after its first owner, was constructed in 1914-16. This is the only domestic building in Baltimore completely designed by John Russell Pope, the nationally prominent architect who is best known for his monumental Neo-Classical work that set the style in the early 1900's for government buildings in Washington D.C. The building is on the National Register.

Charlcote's decorative details were most likely inspired by the library wing at Bowood, Wiltshire, England, where the Composite order was used in the Adam Brothers' remodeling. The original landscape plan for the site was designed by the Olmsted Brothers.

This building, though imbedded in the Guilford neighborhood several blocks away from Baltimore's premier street, has an interesting relationship to Charles Street itself. The center line of Charlcote House lines up with the center line of Charles Street to the south and its windows have a direct view down the Charles Street corridor all the way to the Washington Monument.

- *turn right onto Stratford Road (Sherwood Gardens is on your right)-go one block*

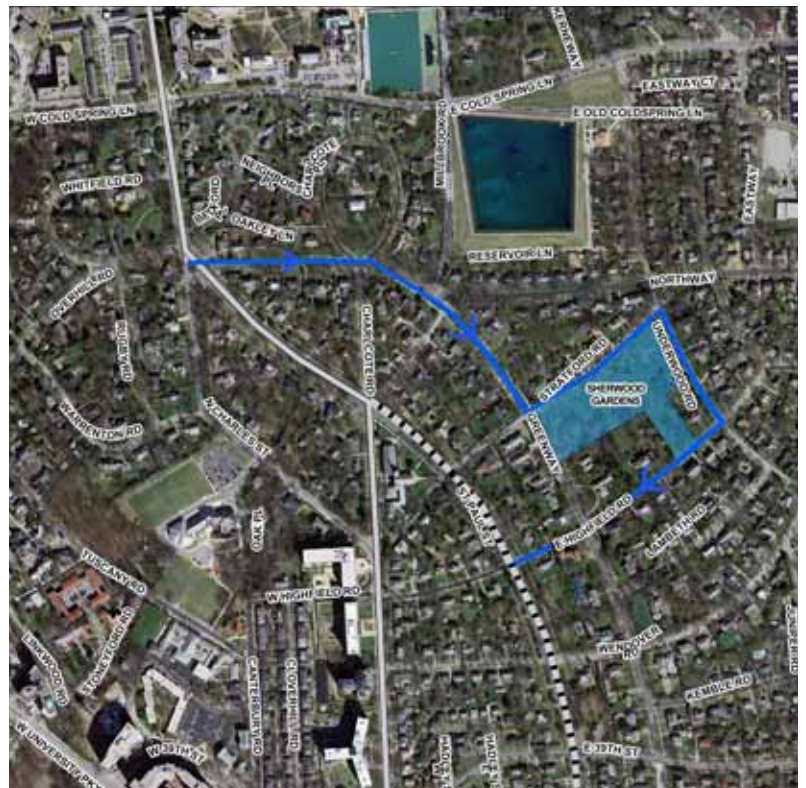
Sherwood Gardens is a 7 ½ acre community garden located in the center of the Guilford neighborhood. The Gardens have gained renown for their beauty in late April and early May, when 75,000 tulips erupt in full bloom.

For years, the garden annually went from beautiful to blah after the tulips peaked; that all changed 13 years ago, when Bill Barnett and his wife, Dottie, spearheaded an "adopt-a-plot" program. Each year during Memorial Day weekend, some 30 neighborhood green thumbs and others from farther away dig up the tulip bulbs and plant 20,000 annuals in their place. The Guilford Association, the homeowners group that purchased the Sherwood Gardens from its namesake, John Sherwood roughly 50 years ago, supplies mulch and fertilizer and hires Johns Hopkins University students to pitch in. The numbered plots are "adopted" by the volunteer gardeners, who tend them throughout the summer, then ready them for another round of tulip bulb planting in the fall.

- *make a hard right turn onto Underwood Road (Sherwood Gardens is to the right in the middle of the block) - go one block.*
- *turn right onto Highfield Road (Near the middle of the block you can see another small portion of Sherwood Gardens) - go two blocks.*

(the southern end of the **Sherwood Gardens Sidetrack** intersects the **Charles Street Byway** at Saint Paul Street)

- *turn right on Saint Paul Street to return to the **Charles Street Byway** northbound*
- *turn left on Saint Paul Street to return to the **Charles Street Byway** southbound*



Aerial Map of Guilford\Sherwood Gardens



The southern end of the Sherwood Gardens Sidetrack intersects the Charles Street Byway at Saint Paul Street.

Finally, the last Charles Street Byway sidetrack will let you explore the riches of a small historic summer village located in the midst of suburban Baltimore County.

## Lutherville

This National Register Historic District has approximately 80 historic structures. The village was founded in 1852 by Lutheran ministers Dr. John G. Morris and Dr. Benjamin Kurtz as a summer retreat for the wealthy, who could commute on the Northern Central Railroad to and from downtown Baltimore. It was the site of the Lutherville Female Seminary, an early woman's college that was an important component of the new community, now the College Manor Nursing Home.

While the gingerbread ornaments of the Victorian era mark many homes in the community, Lutherville has a variety of architectural styles. Several Greek Revival and some Italianate and Downing-Vaux style houses still remain on its tree-lined streets.

In the village you will find the handsome Gothic revival house, Oak Grove, which was the home of Dr. Morris,

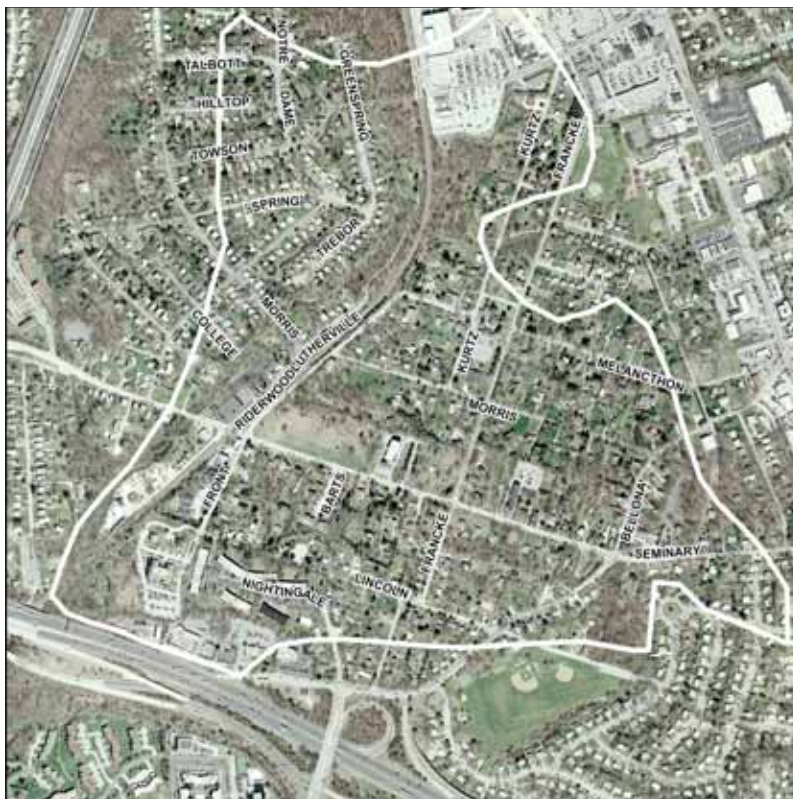
one of the founders of the village. St. Paul's Evangelical Lutheran Church was the church that he founded as the original cornerstone of the community. Other churches that were added to the village over the years include: the Edgewood United Methodist Church, built in 1870; the Episcopal Chapel of the Holy Comforter, 1888; and the St. John's Methodist Church; constructed in 1912.

Other icons in the village include the Octagon House, built in the 1850's. The building of octagon-shaped buildings was a fad that swept across America in the mid-1800's; this is one of the only homes of this type in the region.

As Seminary Avenue crosses the railroad tracks, now the City's Light Rail line, you can see the old Lutherville Railroad station - of the Northern Central Railroad. The station you see was built in the 1870s after the original structure was destroyed by fire. It serves as a private residence today.

*(You are now at the northern end of the **Charles Street Byway**)*

•follow Seminary Avenue back to Bellona Avenue and make a right onto Bellona Avenue, heading back to the traffic circle and southbound on Charles Street.



Aerial Map of Lutherville

- A. Pale Peach House-Lutherville
- B. Old Female Seminary/ Manor Nursing Home-Lutherville
- C. Old Northern Central Railroad Station-Lutherville



A.



B.



C.